

# C/CAG

## CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

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Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

### AGENDA

The next meeting of the  
Congestion Management & Air Quality Committee  
will be as follows.

**Date:** Monday, September 26, 2005 - 3:00 to 5:00 p.m.  
**Place:** San Mateo City Hall  
330 West 20th Avenue, San Mateo, California  
Conference Room C (across from Council Chambers)

PLEASE CALL WALTER MARTONE (599-1465) IF YOU ARE UNABLE TO ATTEND.

- |    |   |   |                       |
|----|---|---|-----------------------|
| 1. | Public Comment On Items Not On The Agenda | Presentations are limited to 3 minutes. | 3:00 p.m.<br>(5 mins) |
|----|---|---|-----------------------|

#### CONSENT AGENDA

- |    |                                   |                     |                                    |
|----|-----------------------------------|---------------------|------------------------------------|
| 2. | Minutes of July 25, 2005 meeting. | Action<br>(Martone) | Pages 1-4<br>3:05 p.m.<br>(5 mins) |
|----|-----------------------------------|---------------------|------------------------------------|

#### REGULAR AGENDA

- |    |  |                            |                                    |
|----|--|----------------------------|------------------------------------|
| 3. | Review and approval of a strategy for the development of a transportation and land use plan for the El Camino Real Corridor. | Action<br>(Napier/Martone) | Pages 5-14<br>3:10 p.m.<br>60 mins |
| 4. | Member comments and announcements.   | Information<br>(Townsend)  | 4:10 p.m.<br>10 min                |
| 5. | Adjournment and establishment of next meeting date for October 31, 2005.   | Action<br>(Townsend)       | 4:20 p.m.                          |

**NOTE:** All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

**NOTE:** *Persons with disabilities who require auxiliary aids or services in attending and participating in this meeting should contact Nancy Blair at 650 599-1406, five working days prior to the meeting date.*

Other enclosures/Correspondence - None



**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
COMMITTEE ON CONGESTION MANAGEMENT  
AND AIR QUALITY (CMAQ)**

**MINUTES  
MEETING OF JULY 25, 2005**

At 3:08 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Judith Christensen, Tom Davids, Linda Larson, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Antoinette Stein, and Chairman Marland Townsend.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Mark Duino (C/CAG Staff - County Planning), Jill Boone (C/CAG Staff - County Public Works-Recycleworks), Shelley Kildey (Sustainable San Mateo County), Pat Dixon (Transportation Authority Citizens Advisory Committee), Charles Borden, Gloria Kanu, Susan Hiestand, and Adam Lodge (San Mateo County GIS Team), Joseph Hurley (Transportation Authority).

**1. Public comment on items not on the agenda.**

- None.

**CONSENT AGENDA**

**2. Minutes of May 30, 2005 meeting.**

It was noted that on page two of the minutes, the third bullet from the top, next to last line, the words "one-have" should have said "one-half."

***Motion: To approve the Minutes as corrected. Larson/Lempert, unanimous.***

**REGULAR AGENDA**

**3. Review and approval of a C/CAG funding commitment to update the Countywide Geographical Information System (GIS).**

Walter Martone reported that the Technical Advisory Committee (TAC) reviewed this item extensively and debated the merits of contributing the additional funding to improve the resolution of the photography. The conclusion of the TAC was that the resolution proposed by staff (without the additional resolution) should be adequate for all of the purposes for which C/CAG would use this system. There was consensus by the TAC (with one member not in agreement) that the additional resolution would still not be adequate for engineering design purposes and therefore the added cost is unnecessary. It was suggested that staff consider

providing additional funding for the purpose of improving the rectification of the data among the various GIS data layers. It was also noted by the TAC that the additional photography resolution may have be more useful for the design of larger freeway projects, such as those developed by the Transportation Authority. These projects are typically done in partnership with C/CAG; therefore the TAC recommended that C/CAG financially contribute to increasing the resolution of the photography in the event that the Transportation Authority determines that it would be beneficial for the delivery of these major transportation projects.

Under discussion, Vice Chair Sue Lempert questioned the usefulness of this GIS update for applications that would be needed by the individual local jurisdictions.

***Motion: To adopt the recommendation of the TAC as presented by the staff, including the provision that C/CAG contribute to the improved resolution of the photography only if the Transportation Authority determines that it will significantly benefit the delivery of its projects. Larson/Richardson, approved with 9 ayes and 1 no (Lempert).***

**4. Introduction of Sustainable San Mateo County Indicators Report and request for input.**

Jill Boone reported that Sustainable San Mateo County is currently in the process of updating its annual Indicators Report that provides valuable information on how the quality of life in San Mateo County is fairing from year to year. As part of its new role dealing with the environment, CMAQ is being given the opportunity to comment on whether the existing indicators in the report should be changed in any way.

Under discussion the following suggestions were provided:

- A separate section of the report should identify “Best Practices” and provide examples of successes from individual jurisdictions in San Mateo County. Each city and also the County should provide information to include in the report about things they are doing that they are proud of.
- Pollution issues are interspersed throughout the report. There should be a section where all of the pollution factors are brought together and presented as a combined factor.

**5. Discussion on the new environmental role of CMAQ and consideration of a change in name for the Committee.**

Jill Boone reported that the report included in the packet provides information that was requested by the Committee at its last meeting about the potential additional roles that CMAQ would be assuming along with the new environmental function.

Under discussion the following points were made:

- The mailing list for the Committee should be expanded to include a wide range of environmental groups so that they can be alerted when CMAQ is dealing with items that may be of interest to them. Staff was requested to work with CMAQ Member Lennie Roberts to compile a contact list. The Bay Area Water Supply and Conservation Agency was cited as one of the organizations that should be included on our list.

- Concern was expressed that this environmental role appears to be an unfunded mandate.
- A number of variations of the CMAQ name were considered. Ultimately the members felt that unless there was a compelling reason to change the name (which is already very well known), it should remain the same.

***Motion: That the Committee retain the name of the Congestion Management and Air Quality Committee (CMAQ), and enlarge the scope of the responsibilities of the Committee to include environmental issues and programs. Stein/Richardson, unanimous.***

**6. Accept the Draft 2005 Congestion Management Program (CMP) for San Mateo County.**

Sandy Wong summarized the elements of the Draft CMP and updated the Committee on the results of the roadway monitoring that was done as part of the preparation of this Program. Although a number of deficient locations were identified, none of the local jurisdictions will be required to develop a deficiency plan. This is because C/CAG has an adopted Countywide Deficiency Plan, known as the Countywide Congestion Relief Plan, which addresses all of the requirements for deficiency planning for all of the jurisdictions. There was also discussion about the Level of Service Standard that has been established for El Camino and the fact that it is often more generous than the standards established by individual cities. It was noted that the cities have the ability to enact standards that are more restrictive than the C/CAG standards.

***Motion: That CMAQ recommend acceptance of the Draft Congestion Management Program for 2005 to the C/CAG Board. Lempert/Matsumoto, unanimous.***

**7. Accept the Draft San Mateo County Intelligent Transportation Systems (ITS) Strategic Plan.**

Sandy Wong reported that this Plan was developed with the active participation of a number of the cities and the County, and the cooperation of Caltrans, MTC, Samtrans, and other entities. It sets forth the strategies for improving travel in San Mateo County through the use of the latest technology. The Plan also includes a list of projects divided into categories and prioritized. After the Plan is adopted, staff will begin to identify funding sources and make specific recommendations to the C/CAG Board for the implementation of high priority projects.

Under discussion it was suggested that the incident management section be expanded to address the transfer of accident data between Caltrans and local agencies. This information should be used to define future improvement projects. It was also noted that although the parking management section was listed as a low priority, attention should be given to addressing the movement of vehicles to and from the parking areas during special events such as ball games. This type of activity also crosses into the category of traveler information.

***Motion: That CMAQ recommend acceptance of the Intelligent Transportation System Strategic Plan to the C/CAG Board with the changes to the incident management section as noted in the discussion. Stein/Pierce, unanimous.***

**8. Member comments and announcements.**

- None.

**9. Adjournment and establishment of next meeting date.**

The next regular meeting was scheduled for August 29, 2005. At 4:50 p.m., the meeting was adjourned.

# **C/CAG AGENDA REPORT**

**Date:** September 26, 2005

**To:** Congestion Management and Air Quality Committee

**From:** Richard Napier, Executive Director

**Subject:** REVIEW AND APPROVAL OF A STRATEGY FOR THE DEVELOPMENT OF A TRANSPORTATION AND LAND USE PLAN FOR THE EL CAMINO REAL CORRIDOR

(For further information or questions contact Richard Napier at 599-1420, Walter Martone at 599-1465, or Sandy Wong at 599-1409)

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## **RECOMMENDATION**

That the Congestion Management and Air Quality Committee (CMAQ) review and approve the strategy for the development of a comprehensive transportation and land use plan for the El Camino Real Corridor as contained in this report and request that the C/CAG Board direct staff to work with Samtrans, the Transportation Authority, and the fourteen jurisdictions to develop a consensus and buy-in to this process.

## **FISCAL IMPACT**

The cost to C/CAG to modify the PLACES Land Use Model will be \$60,000 and the cost for technical support to operate the Model at the meetings with the fourteen local jurisdictions will be \$100,000. The cost to C/CAG for using the C/CAG Travel Forecasting Model to determine the transportation impacts of various land use and transportation scenarios will be determined as a result of a request for proposals for overall modeling support that will be issued in October 2005.

This program will also provide significant financial incentives for the fourteen jurisdictions along the Corridor to participate in the process, conduct detailed land use planning for their individual jurisdictions, and to implement specific projects. One component of this program will be to develop these funding sources, which are anticipated to be in the tens of millions of dollars.

## **SOURCE OF FUNDS**

The initial funding needed to begin the process is \$60,000 to modify the PLACES Land Use Model and \$100,000 to operate it at the fourteen meetings with the local jurisdictions. These funds will be derived from Federal SAFETEA-LU Planning Grants and C/CAG Member Assessments. This funding was included in the C/CAG adopted budget for 2005-06. C/CAG staff is in the process of identifying additional sources of funding to support the planning efforts of local jurisdictions that will be participating in this process.

## **BACKGROUND/DISCUSSION**

Currently there are a number of different initiatives that will all have significant impacts on the future of the El Camino Real (ECR) Corridor's development. This Corridor has the potential to become the backbone in San Mateo County for transit, affordable housing, Intelligent Transportation Systems, and incident management for State Route 101. In order to accomplish this lofty goal, all of these initiatives must be coordinated and integrated as part of an overall comprehensive process. Such a process must be controlled by the local jurisdictions that are impacted through oversight and active participation in every aspect of it.

There currently exists a unique opportunity to embark on such a significant effort. The initiatives already underway provide resources and technical assistance to support critical components of the process, the recent merger of the State Senate Housing and Transportation Committees will likely mean future State mandates linking land use and transportation, this same merger potentially will also provide significant incentives for jurisdictions that have already taken steps in this direction, the dramatic increase in the cost of motor vehicle fuels has made transit a more attractive travel mode, and the rebounding economy and creation of new jobs provides an opportunity to attract new riders to transit. The entire planning process will be schedule to be completed within one year.

## **ECR TRANSPORTATION/ LAND USE LINK**

The most important components of this plan will include:

1. Financial incentives to encourage the jurisdictions along the ECR Corridor to participate in the process and to implement its outcomes.
2. A comprehensive process that brings together all of the other initiatives into a coordinated plan and ensures that the local jurisdictions control and manage the process for their own jurisdiction.

The financial incentives will be a key focus in order to motivate the jurisdictions in the ECR Corridor to become active participants in the process.

## **ECR INCENTIVE PROGRAM**

The success of this program is dependent upon the active involvement of the local jurisdictions. Land use decisions are appropriately reserved for city councils and boards of supervisors. This does not preclude a cooperative process that strives for regional solutions to problems that affect all of the jurisdictions. Creative and innovative approaches however, require resources in order to make them a priority and ensure implementation. Therefore an integral part of this process will be the creation of a Financial Incentive Program to motivate the jurisdictions in the ECR Corridor to become active participants in the full process. These incentives will help to offset the cost of land use and transportation planning activities undertaken by the jurisdiction, including participation in the planning sessions that will be organized by C/CAG using the Land Use Model. There will also be significant financial incentives to implement the various projects that result from this process. A potential framework for an Incentive Program is outlined in Attachment A.



## **THE ECR CORRIDOR STUDY PROCESS**

This study will only be successful if there is buy in from the local jurisdictions, SamTrans, the Transportation Authority, and CalTrans, the effort is adequately funded including incentives to local jurisdictions that are meaningful, there is on-going participation and oversight by local jurisdictions, and there is a commitment by all partners to implement the outcomes. The process described in this report and outlined in Attachment B has been designed to accomplish these objectives. Furthermore, each of the initiatives that are currently underway will contribute either to the Study process, or to the development of projects that will implement the outcomes of the Study. This will be an iterative process, with each step setting the stage for the following step. In some circumstances there may be the need to repeat a step to ensure buy in and to revisit some of the earlier conclusions. This too will build on the previous efforts and will enable the process to move along in a timely manner.

**Jobs and Housing Targets:** The process first begins with the development of Countywide jobs and housing targets for the next 20 years that have the potential for achieving the Countywide Transportation Plan (CTP) goal of a 20% market share for transit trips. This goal was roughly double the existing market share at the time the CTP was developed. It now represents almost triple the current transit ridership. This process will also help to determine if this goal is reasonable and to establish appropriate goals for non-single occupant vehicle trips. Research shows that the most important factor in addressing traffic congestion is a land use pattern that supports transit use and pedestrians.

**Planning Meetings Using a Land Use Forecasting Tool:** The jobs and housing targets will be used as a guide in working with the individual jurisdictions on the ECR Corridor. The cities/County must select the appropriate individuals/ groups/ organizations that should be involved in a detailed and interactive land use planning process. Ideally these groups will remain relatively small so that meaningful discussion and exchange of viewpoints can occur. In this component of the process, a land use planning tool that was previously used by ABAG as part of its Regional Livability Footprint Project, will be utilized to give the participants immediate feedback on the impacts of possible land use changes. As part of this Study, the PLACES Land Use Model will be modified so that its planning areas match exactly with the traffic analysis zones in C/CAG's Travel Forecasting Model. This will enable travel forecasts to be matched with other regionally managed resources such as air quality, water consumption, open space, and other factors. The forecasts from each of these models will have a direct correlation with the outputs from the other model, enabling more comprehensive planning.

The PLACES Model, combined with various supplemental materials, will also provide pictures of sample developments that match the density and character being considered by the participants. The tool will then show what the impacts of these developments will be on housing, jobs, water consumption, pedestrian friendliness, and access to transit. It will also illustrate the extent to which the new developments contribute to achieving the Countywide targets. The process will be conducted for each of the fourteen jurisdictions that ECR goes through.

Design a Transportation/ Transit Network to Support Land Use: Once all of the jurisdictions have identified the land use changes that they consider acceptable, this information will be utilized by transportation planners (both transit and roadway) to design a transportation network for ECR that supports the proposed land use changes and improves the mobility of people and goods along the Corridor. The C/CAG Travel Forecasting Model will be used to evaluate to what extent these changes will accomplish the CTP goals of increased transit use and reduced traffic congestion. C/CAG staff will concurrently work with the partners from the other initiatives to identify a draft transportation and land use vision for the ECR Corridor. This may include such things as ensuring that the Corridor is designed to respond to major incidents along the State Route 101, improving aesthetics, improving pedestrian friendliness, improving transit accessibility, increasing economic development, increasing availability of affordable housing, maintaining or improving average travel times, and improving the overall character of the Corridor.

Consensus Building with the Local Jurisdictions: This Corridor Study will be an iterative process where each step will build on all of the previous work. If the goal of increased transit ridership has not been achieved with the land use changes that have been proposed by the local jurisdictions, the small groups from selected jurisdictions will be reconvened to determine if the numbers can be tweaked by making additional land use changes. This will only be done to the point where it becomes clear that the greatest amount of beneficial changes that are acceptable to the local jurisdiction have been achieved. An extensive consensus building process will ensure that all of the local jurisdictions are fully on board with the new land use and transportation plan for the Corridor that will result from this process.

Implementation and Financial Incentives: The implementation of the plan will include significant financial incentives to the local jurisdictions for the planning and construction of the land use and transportation improvements. An integral component of this ECR Corridor Study is to ensure that resources are devoted to taking the Plan to reality. Many of the initiatives already funded are available to implement specific projects. The Grand Boulevard initiative has received \$3 million in Federal earmark funds to work with a number of cities in the development and implementation of transit and pedestrian friendly improvements, CalTrans has identified \$5 million toward the coordination and upgrade of the traffic signals in the corridor, the Congestion Relief Plan and the C/CAG Vehicle Registration Fee will have over \$3 million available for the implementation of Intelligent Transportation System projects including an incident management system for the ECR Corridor, SamTrans has received a \$300,000 grant from CalTrans to assist with the development of Transit Oriented Developments (TOD) along the Corridor, \$75,000 from C/CAG and various foundation grants has been devoted to a comprehensive housing study, and C/CAG has committed over \$2 million to the implementation of TODs. In addition to these already dedicated funding sources, C/CAG staff and its partners are actively working to identify flexible funding to assist the local jurisdictions with their planning efforts and to fund additional improvements on the Corridor.

## **NEXT STEPS**

Approval of this process will enable C/CAG staff and its partners to work with the fourteen

jurisdictions to refine it further, develop commitment and buy in to the process, and to actively search for the additional funding that will be needed to fully fund the planning and implementation components. Staff will also present to the C/CAG Board for its approval a contract to modify and operate the land use planning tool, and a cooperative agreement with ABAG for data sharing, technical support, and planning assistance.

The anticipated timeframe for the development of the Plan for the ECR Corridor is approximately one year. If CMAQ and the C/CAG Board approve the process by November 2005, and if by the end of the year the fourteen local jurisdictions agree to participate in the process, then the individual planning sessions can begin early in 2006. These sessions and repeat sessions as needed will likely take three months. Therefore by May or June 2006 the consensus building process will be in full swing. This process will take as long as necessary to garner the full support and commitment of each of the jurisdictions to the Plan and its implementation. The commitment will likely include a willingness to make zoning changes and General Plan Amendments that will enable the actual creation of the new levels of development agreed to.

The full implementation of this Plan will require funding far exceeding that which has already been identified. Therefore resource mobilization will be an on-going effort. We are confident that potential sources of support at the regional, State, and Federal levels will recognize the magnitude of this project and its importance to the Bay Area. Most importantly, we will be able to demonstrate the high degree of local support to carry it forth to full implementation. These factors have in the past been the key ingredients to gaining support from these funding sources.

#### **ATTACHMENTS**

- A. Potential El Camino Real Incentive Program
- B. Process for the El Camino Real Corridor Study.
- C. Diagram showing the relationship of other initiatives to the El Camino Real Corridor Study.
- D. Listing of the supporting initiatives and current/anticipated funding associated with it.

# ATTACHMENT A

## EL CAMINO REAL INCENTIVE PROGRAM

Objective: Improve visual and architectural impact, land use mix, increased density that provides increased support for transit, and transportation land use match.

Planning Incentive: \$200,000 per year (minimum of four grants)

Provide up to \$50,000 on a match basis for planning on El Camino Real. Planning process should include a decision-maker workshop using the PLACES Land Use Model provided by C/CAG.

Land Use Implementation: \$2-3M every two years

Make all housing projects (greater than 40 units per acre) on El Camino Real eligible for the Transit Oriented Development Housing Incentive Program, which provides the Cities/County up to \$2,000 per bedroom. To be eligible the City/County is required to have completed a decision-maker workshop (or equivalent) using the PLACES Land Use Model provided by C/CAG.

Infrastructure Implementation: Signal Coordination - \$10M

Fully coordinate all signals and provide signal preemption for transit and emergency vehicles. City match is approximately 5% or a total of \$500,000.

General Infrastructure: TBD

Provide a call for projects bi-annually for El Camino Real Infrastructure projects. To be eligible the City/ County is required to have done a decision-maker workshop (or equivalent) using the PLACES Land Use Model provided by C/CAG.

Miscellaneous Tools: No charge to Cities/ County

C/CAG will develop the PLACES Land Use Model for El Camino Real and provide and operate it at no charge to the Cities/ County.

C/CAG will provide Countywide data specific to each community based on the 2000 Census.

C/CAG will provide common Countywide data that can be used as the basis for all housing elements.

C/CAG will perform a Countywide Housing Analysis and provide the data to each City/ County.

## ATTACHMENT B

### PROCESS FOR THE EL CAMINO REAL CORRIDOR STUDY

1. **Job and Housing Targets** - Identify critical mass (jobs and housing numbers) in order for the transportation network to be most effective. Establish target for Corridor and individual cities/towns/County based on Countywide need.
2. **City Specific Workshops** – Individual meetings with all 13 cities along the El Camino Real Corridor and the County to present the targets identified in 1. Use the PLACES Model to develop land use patterns to accomplish the targets. Each of the following groups will re-plan the city/ town by balancing community needs and objectives with attaining critical densities to accomplish transportation objectives.
  - a. City Councils/ Board of Supervisors
  - b. Planning Commissions
  - c. Staff
  - d. Neighborhood and community representatives
  - e. Approximately 5 to 7 individuals per group
3. **Match Land Use and Transportation** - Develop a transportation network including transit, roadway, bike, pedestrian, and other improvements that tie the Corridor together, while complementing the land use patterns established in #1.
  - a. Identify transportation network goals.
  - b. Create specific transportation improvements.
4. **Travel Forecast for New land Use** - Use the C/CAG Travel Forecasting Model to determine the impacts resulting from the new transportation network and the new land use assumptions.
5. **Determine Transportation - Land Use Vision** - Based on #'s 1 through 4, determine what makes sense in terms of land use and transportation network development, to achieve the goals of a Corridor-wide Plan.
6. **Consensus Building** - Develop Corridor-wide buy-in and further direction through meetings with each of the 13 cities and the County, Samtrans, the Transportation Authority and CalTrans.
  - a. Negotiate changes to the land use patterns and the transportation network.
  - b. Develop compromises in order to bring together a Corridor-wide Plan.
  - c. Develop consensus on a vision for the El Camino Real Corridor.
7. **Planning Grant Incentives** - Provide planning grants for individual communities to develop more detailed plans to implement land use patterns.
  - a. Revising zoning and adopt General Plan amendments in order to implement the Corridor-wide Plan.
  - b. Possible sources of grant funding = Transportation for Livable Communities,

Transportation Enhancement Activities, Congestion Relief Plan, STIP, TFCA, MTC, Federal Earmark funds.

c. Provide 4 to 5 grants per year.

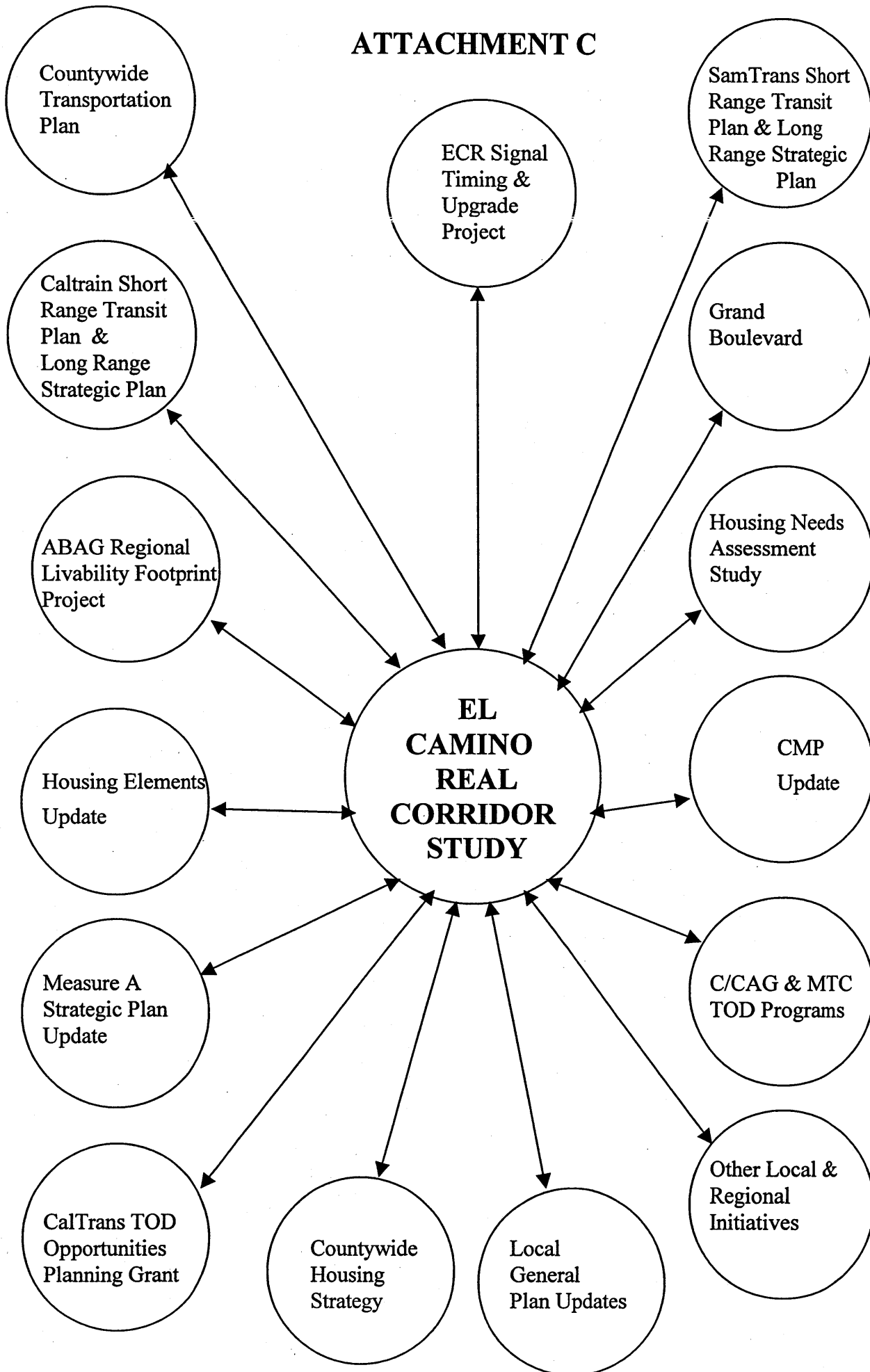
8. **Define Transportation Capital Improvement Program** - Adopt capital improvement programs by the partner agencies to fund roadway, transit, and other transportation related improvements in order to implement the transportation network adopted as part of the Corridor Plan.

- a. Possible sources of funding = STIP, Federal Surface Transportation Program, CMAQ, Measure A.
- b. Consider providing bonus point during competitive application processes for projects that implement the Corridor Plan.

9. **Land Use Incentive** - C/CAG and SamTrans/ Transportation Authority provide funding incentives to implement the land use patterns and infrastructure adopted as part of the Corridor Plan.

- a. Possible sources of funding = TOD, Transportation for Livable Communities, MTC's Housing Investment Program, TDA Article #3, MTC Regional Bicycle and Pedestrian Program, Incentive Program for El Camino Real Corridor projects, Corridor-wide Assessment District, Federal Earmark funds.

## ATTACHMENT C



# ATTACHMENT D

INITIATIVE	SPONSOR (S)	FUNDING & SOURCE	STUDY PROCESS #
Countywide Transportation Plan Update	C/CAG	To be determined	1, 3, 4, 5
CalTrain Short Range Transit Plan & Long Range Strategic Plan	Joint Powers Board	Joint Powers Board	3, 5
ABAG Regional Livability Footprint Project	ABAG	ABAG and CalTrans Planning Grants	2
Countywide Housing Elements Update	Cities and County	Cities and County	7
Measure A Strategic Plan Update	Transportation Authority	Measure A Half Cent Sales Tax	3
CalTrans TOD Opportunities Planning Grant	SamTrans	CalTrans	2, 3, 4, 7, 9
El Camino Real Signal Timing & Upgrade Project	CalTrans	\$5 million – CalTrans SHOPP Program and \$5 million from local sources to be determined	3
SamTrans Short Range Transit Plan & Long Range Strategic Plan	SamTrans	SamTrans	3, 5
Grand Boulevard	SamTrans	\$3 million – Federal earmark under SAFETEA-LU	8, 9
Housing Needs Assessment Study	C/CAG	\$10,000 – Peninsula Community Foundation, \$20,000 - Schwab Foundation, \$45,000 – C/CAG Member Assessments	1, 2
CMP Update	C/CAG	Federal SAFETEA-LU Planning Funds	3, 8
C/CAG & MTC Transit Oriented Development Programs	C/CAG	State Transportation Improvement Program (STIP) and Federal SAFETEA-LU	9
Other Local and Regional Initiatives  The Plan for ECR recently completed by the City of San Mateo is an example of a successful local initiative	Local Jurisdictions	Incentive funds from C/CAG and Regional Agencies	7, 9
Local General Plan Updates	Local Jurisdictions	Local Jurisdictions and incentive funds from C/CAG and Regional Agencies	7
Countywide Housing Strategy	San Mateo County Department of Housing	To be determined	1, 2, 5, 6